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## A COMING CHANGE.

The Cotton Belt's General Manager to be Promoted.

THE DIVISION AT CLARENDON.

It Will Not be Removed to Childress-Harvest Excursions on the Queen and Crescent-Railroad Attached. Finley and the Alton.

adows of Palo Duro canyon. He will be sent two or three days and expects to getly enjoy the trip. His vasit to Amarillo es not signify, however, that the division ndon to that place.

Harvest Excursions.

The Queen and Cosseent follows the in announcing harvest excursion I has ordered these tickets on sale I and 12 from all stations on its south of Chuttanoogu to all points in ince south of Chattanoogu to all points in Texas, good for thirty days from date of Sale. It is now in order for other roads to follow suit. The trans-Missonri excursions will be run the last of the month, and lines east thereof and especially in Central traffic association territory are expected to extend the rate to all points in Illinois, Indiana god Ohio. diam and Ohio

Texas and Pacific Changes.

There are and have been rumors floating round in rairroad circles for some time re-acting contemplated changes by Gould in the management of the lines in Texas. This has finally cristalized into the report that W. B. Deldridge, general manager of the Cotton Bell, will be promoted to the gen-eral managership of all the Gould lines in ouri Parille system, proprietary lessest operated lines. E. C. Smeed, chief near of the Union Pacific, and Chief near Way of the Missouri Pacific, will ably be retained in their present pasiprefers that department to the active centual of a rational. The new posi-said to pay a salary of \$15,000 per the general managership of ated lines will probably pay

There were lively times in Austin yester it. All the general offices of the various

pon to furnish the figures, and without elay the outire force in his office was put a work on the books to obtain the informahis office was put tion. The loys expect to conclude their is bers at 6 o'clock this morning, and the fig-ures will be wired to Mr. Waldo at once.

Tail Lights.

The Missouri Pacific has found a case against the florlington road which it is thought will cost some man his head. The charge is Lampering with wool rates from Colorado and Montana and making a lower rate from the Mississippi river to the sea-board by Chicago and the steamers than was authorized.

S. W. Moore, traveling passenger agent of the Little Hock and Menaphis railway, accompanied by his wife, was in the city

General Manager W. B. Deddridge, General Supernotendent J. A. Edson and General Freight Agent Groseclose of the Cotton Belt were in the city yesterday, en route to Austin.

R. E. Goode, chief clerk in the claim de-partment of the Derver, who is suffering from an attack of malarial fover, is slightly

The longest through service on any railway in the world is on the Southern Pa-cille line between New Orleans and San Francisco, 3255 miles. A pretty good

R. F. Hutcheson of the transportation department of the Early is in the city. He is employing a brief vacation in looking over the lines in Texas, and will remain in Fort Worth some two or three days.

## A Railroad Attached.

Special to the Guzette.

When Thy. Aby 5 - When the Guif,
Braros Valley and Pacific railway finished
the construction of a short branch from
Mineral Wells to Millsap, it withdrew all teams, scrapers and paraphernalia, encked them in Waco and executed a deed of trust with J. B. Scarbrough trustee, the Waco state limit being the benildary, and the groots in trust were ordered sold, but beorge B. Gurley and W. H. Ross entered claims and secured a writenjoining Scar-borough from executing an order of sale. The Waco bank has now filed an attachment suit, which includes the scrapers, teams, etc., in Waco and the road as far as completed in Palo Pinto and other counties.

## Theatrical Troupe Rates.

Chromo Inc. August 4.—At a meeting of the Western passenger association to any the eld question of special party rates for the benefit of traveling thentrical companies, was received. The proposition was to make a rate of 2 courts per mile for parties of ten or more, but to establish a form of ticket that would prove a reasonable safeguard against the abuse of the privilege, and the general sequiment of the rese. age, and the reneral sentiment of the meet-ing was in favor of the party rate on the proposed basis, and a committee was approposed basis, and a committee was appointed to recommend a special form of a 2000-mile ticket for this purpose, the committee to report at the September meeting. Chairman Finley has ruled that members of the Western passenger association have no right to appeal to the advisory loard of the Western traffic association because the Chicago, St. Paul and Kansus City road is a member of the former and not the latter organization, and the question came up on organization, and the question came up on notice given by the Atchison, Topeka and Santa Fe that it would meet the Chicago and Alton's \$10 round-trip ticket between Kansas City and Chicago. The Rock Island opposed this and wished to appeal to the advisory board of the Western traffic associa. on, claiming that its revenue would be insered if such rate should be authorized.

A number of subjects were laid over until the next meeting.

trans-Continental and Western passenger associations regarding the manipulation of Colorado rates.

Surveyors at Work.

Special to the Gazette. VELASCO, BRAZORIA COUNTY, TEX., A gust 5.—A party of surveyors is in the field surveying the route of the new road from here to Chenauro on the Columbia Tap of the International and Great Northesn. Material is arriving, and work will be rushed. This gives another outlet to the sea through the deepest port on the Texas coast, for Chicago, St. Louis and the Northwest,

Clarendon Will Retain Divisions.

Correspondence of the Gazette. Correspondence of the Garette.

CLARENDON, DONLEY COUNTY, TEX., Aug.
4.—The GAZETTE, the News, and several
smaller papers have been giving great publicity to the beomerang started by some designing person to the effect that the Fort
Worth and Denver Clo. railway company's
round-house and repair shops are to be
moved from Clarendon, feeling their own security, have rested easily, making no reply. ourity, have rested easily, making no re-whatever until patience has ceased to be whatever until patience has ceased to be virtue, and they now ask that The Gazzit help undo that which so many innocently We state authoritatively that the entire thing is false. Here are our authorities in

telegrams

The rumor is without foundation. Our division stations will not be changed. [Signed.] R. J. DUSCAN. FORT WORTH, TEX., Aug. 4, 1891.

There is nothing whatever in the report

J. F. Cain:

Signed! O. O. Wilden.
Mr. Cam is a business man baving property in both Clarendon and Childress, and has the original telegrams as above copied or the inspection of all. Mr. Duncan and on the inspection of all. high standing with this road to require

Mr. Clark, the gentlemanly foreman of the roundhouse and repair shops here, and was roundhouse and repair shops here, and wa informed by him that the entire matte must be a hoax. He thinks he certain, would have known something of such an in-tended move, had there been any founda-tion for the rumor. He has had no intima-tion of such a thing but on the contrary ha-been receiving orders to make addition has, and has orders and directions for

As Mr. Clark suggested, it takes to run a round-house and shous if have here, and pure water. This C don and Donles county have beyond a que tion. The railroad well "caved in" durin the recent "flood," but it is now being a to take it out as fast as it comes in.

#### The Omaha, K. C. & Gulf.

neclal to the Cazette. Dexison, Guayson County, Tex., Aug. 5.—Mr. Poole, advance representative of Mr. Robinson, contractor of the Omaha, Kansas Central and Gulf railway Decision to the gulf, has arrived here Derison to the guif, has arrived here with his family and states that his brother will be here with three very large construction outlits inside of ten days, when they will be at once strung out along the line from Denison on south. The first hundred miles of this line is to be ready for the rolling stock by January 1. The bridge timbers have al-ready been bought in Oregon and will be of Oregon fir. Contractor Cutler already has several large gangs of men at work on the line between Omaha is power toward an early completion l lumber of Texas. It is backed by a English syndicate, and ample to forward the collection of the so tion already made to secure the Texas shops and hemiquarters. The depot grounds and location for shops will also be

The Alton and Finley Again. Chicago, H.L., Aug. 5.—General Passenger Agent Charlton of the Alton road and Chairman Finley of the Western passenger association had a fresh tilt to-day. The association and a fresh the form. The chairman again presented a bill for \$275 against the Chicago and Alton for its proportion of the expenses of the association for the first half of June, 1891, and urged its prompt payment in order that the proper credits might be shown in the regular monthly systements. To this Me. ar monthly statements. To this Mr. Charlton replied, 'as you did nothing for us in the month of June, except to leave us without protection and by disengenmous proceedings, data; independent not be accounted. without protection and by disengenuous pro-ceedings delay independent action on our part to protect ourselves. I do not see what claim you have against us. You did not work for us, but did work against us, and we hardly care to pay you for that. If you can, in violation of the agreement, arbi-trarily exclude us from the association when you please, are we not equally at liberty to stop paying when we please!" Apparently this leaves the association with but two alternatives open to it, one is to in-stitute legal proceedings against the Alton for the amount named in the bill, the other is to drop the whole matter and reapporis to drop the whole matter and rempor-tion the expenses of the association for the first half of Jane with the Alton left out. It is not considered likely that the first of these alternatives will be adopted.

## Their Demands Conceded.

KANSAS CITT, Mo., Aug. 4.— The engineers on the "L" road who were discharged a week are last Sunday are on their engines to-day running regularly on the road. They are working at the rate of \$2.70 a day and not by the hour. The settlement is exactly on the terms represent the second Hement is exactly on the terms proposed by Chief Arthur of the Brotherhood of Loco-motive Engineers. A committee of the en-gineers waited on Receiver Edgerton of the "L" road at his home yesterday atternoon. They told him that he had thirty minutes to decide one way or another, to accept the proposition or deny it. There was a long, serious talk, and finally Edgerton said the proposition of Arthur would be acceded to

## Cut Rates to Mexico.

New York, Aug. 5.—The rivalry between domestie and Spanish steamship lines has demoralized rates to Mexico, and western merchants threaton to ship goods to Mexi-co yia New York instead of by rail via New co via New York instead of by rail via New Orleans and Galveston, unless a cut is made by the latter routes to meet the rates via New York, which are now only half as much as by the Southern route. The rate direct to Mexico from St. Louis is over \$3 per hundred, and is only \$1.52 via New York. The Morgan and Mallory lines have been dragged into the fight. A conference was held yesterday, but no conclusion was reached and rates may go still lower.

The steamship and railroad lines in interreached and rates may go star lower.

The steamship and railroad lines in interest had a conference yesterday in this city to settle the differences and restore rates, but the Ward line refused to allow the Spanish line a differential, so nothing could be done, and rates may go still lower. In the meantime the railroads may cut rates to Tayas nodes. Texas points.

Pan-American Transportation Company. Chicago, I.L., Aug. 4.—The meeting of the directors of the Pan-American transportation company, which has been in session here for the last few days, was continued to-day at the Grand Pacific, and will probably close to-morrow. The adoption of a constitution and by-laws has occupied a large part of the time. large part of the time. It is said not to be probable that a second effort will be made

# WHITE MANNEVER SATISFIED

Always

# Want -.- Something!

Some want small improved farms, while others want small tracts of raw lands to improve to suit themselves. Again, others want acreage property cut up into town lots, while not a few want corner The DUBLIN LAND AND IMPROVEMENT CO. are in position to and inside lots.



supply all these wants, either at public or private sale. Today and to-more ow Capt. J. A. H. Hosack, the well-known auctioneer in Texas for forty years, will sell for this company at Dublig. Tex., farm lands, acreage and resident property to the lighest bidder. Home-seekers and investors would do well to bear in mind the fact the Dublin Land and Improvemeni Co. are in the field to stay; also that all promises in the way of refunding railroad fare, etc., will be carried out to the letter.

Those Who cannot attend this sale will do well to see tne Dublin Land and Improvement Co. and Erath county before investing elsewhere.

JOHN HOWARD, FORT WORTH, TEXAS.

# FOR THE

A \$400 Piano Without Money!

To the Texas girl or woman sending the WEEKLY GAZETTE the greatest number of subscribers between this date and November 1, next, a

Now, Girls, is Your Chance to Get a Piano Without Money!

# ADVERTISE TEXAS

if you will tell them that for every subscription to the WEEKLY GAZETTE we will send, without charge, another copy one year to any friend or relative they may name outside of Texas. A WEEKLY GAZETTE going back to friends or relatives in the old states is cheaper and more satisfactory than letters, for the WEEKLY GAZETTE tells all about Texas and will be interesting reading to friends at a distance.

## OBSERVE THESE RULES.

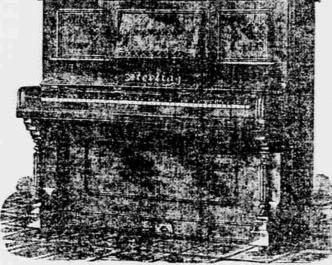
Every order for subscriptions must specify that such subscriptions are sent under this piano offer, that we may know the sender is a contestant and properly enter her name on our book of contestants.

The money must accompany all orders.

## THE PIANO

The piano offered by THE GAZETTE is in black walnut, 71 octaves—A to C; elaborately engraved panels, sliding disk, overstrung scale, three strings, repeating action, ivory keys and full iron frame. It is

# THE PEERLESS STERLING PIANO



Indorsed by musicians everywhere. Thuosands in use throughout the country. Deep bass, bell treble, elastic touch, sympathetic tone. The Sterling plans gives satisfaction. Fully Warranted for five years.

ON EXHIBITION at the COLLINS & ARMSTRONG COM. PANY'S STORE, Main and Houston streets, Fort Worth.

COUNTRY GIRLS and TOWN GIRLS ALL HAVE A CHANCE.

WEEKLY GAZETTE, 12 pages, 84 columns, \$1.00 a year. and extra copy one year donated to your friend outside of

## THE AWARD:

On the 2d day of November, 1891, THE GAZETTE will print the name of the lucky girl, with postoffice address and number of subscribers forwarded by her

FORT WORTH, TEXAS

# The Usual Commissions Will Be PAID ON ALL SUBSCRIPTIONS Sent to THE GAZETTE Under This Offer,

Parties Contesting Can Deduct the Commission and Remit Balance with List of Names to

## THE GAZETTE

"Why Don't You Advertise?" "Sharp practice" is a thing which the courts of England seem to hold in great disfavor. Some time ago a Captain Kittoe, of London, was offered £200 by Miss Drew if he would find a Mr. Ewing, whom she had lost sight of and wanted to marry. He advertised and got news immediately, but Miss Drew refused to pay and he sued. The court decided that an honest man would have simply said, "Why don't you advertise?" And inasmuch as he failed to give this simple suggestion he was guilty

For Stealing Diamonds.

of imposition.

Special to the Gazette. Hourson, Tex., Aug. 5 .- Sheriff Eldsar Avenue made for a confer- probable that a second effort will be made arrested a man on a charge of stealing diameter from congress. He is about six feet high, weight

about 160 pounds, sandy complexion, no beard, light hair and blue eyes. He re-fuses to give any name or other informa-tion. He is not a Texas man.

Australia is ovurrun with wild dogs called by the natives diegoes, which re-semble hungry wolves. They are doubtless the progeny run wild of domesticated dogs left upon the island continent by early ships. Curiously enough the dingo seldom barks. It has been observed that the dog in a state of nature rarely does bark.

The Doctor Away. Caller - What a terrible cough you have! Why don't you consult Dr. Knowall, the great lung specialist?
Invalid-I can't. He's gone south for

his health.-Good News

This famous health and pleasure resort ffers to the people of Texas advantages inequaled by any other in America. It is

uitees, and withal grand and beautiful traveling public. The Crescent hotel has no superior in the United States. For descriptive pamphlet, apply to Manager Crescent hotel, Eureka Springs, Ark.

GROESBECK, LIMESTONE COUNTY, TEX., Aug 3.—Greesbeck received her first bale f conton to-day, which sold for 19 cents per relevate caradidate, the noble and brave colerate caradidate, while acted my thirty-five roles and more soon. votes and more soon.



North, East and

THROUGH TICKE

United States, Canada and



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Free Reclining Chair Car.

street, Fort Worth.
W. H. WINFIELD, General Parsenge. Texas & Pacific Railway EL PASO ROUTE.

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IRON MOUNTAIN ROUTE.

Through Sleeping Cars between New Oncall and beriver, and St Louis and hi Pess.

For rates. Tickets, and all informative sprift to or address any of the ticket agents.

C. P. Frican, Travening Passenger Agent.

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To the Dakotas, Minnesota,

sleeping-cars run on this line at: ites of all who have tried then comfortable at all seasons. I Minnetonia, White Bear Lake Colorado Springs are reacted route, which connects with tran-lines for all other points in the named. For particulars concern

time of trains, etc., address any of the cell pany's agents, or F. H. Lenn, Genera Par-senger and Ticket Agent, Phonix Builds